SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

59

Effective Sunday, November 12, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,
General Manager

R. E. HALLAWELL,
Assistant General Manager

G. C. BAKER,
General Superintendent of Transportation

C. H. GRANT,
Superintendent of Transportation

V. M. PETTERSON,
Superintendent

EASTWARD

SPARKS SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS					Distance from San Francisco		Time-Table No. 59 November 12, 1944	Distance from Imlay	FIRST CLASS					SECOND CLASS			
	102	606	22	88	28			STATIONS		101	21	605	27	87	561	563	565	567
	Streamliner City of San Francisco	Mixed	Pacific Limited	Challenger	San Francisco Overland Limited					Streamliner City of San Francisco	Pacific Limited	Mixed	San Francisco Overland Limited	Challenger	Freight	Freight	Freight	Freight
	Leave See Footnote	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive See Footnote	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Sparks yard BKWOTYP	11.50PM	8.00PM	7.55PM	6.25AM	5.45AM	246.2	A. B. S. D. T.	TO-R **SPARKS** E. 3.6 — W. 3.6	138.1	s 2.30AM	s 6.35PM	s 7.40PM	s 9.15PM	s 12.01AM	4.25AM	10.20AM	4.00PM	10.40PM
P						249.1	Centralized Traffic Control	**VISTA** E. 2.7 — W. 4.0	135.2			f 7.31						
120 P		f 8.14				253.1		**HAFED** E. 4.3 — W. 4.2	131.2			f 7.25						
120 WP		f 8.20				257.3		**PATRICK** E. 4.4 — W. 4.4	127.0			f 7.18						
117 P		f 8.27				262.1		**CLARK** E. 4.7 — W. 4.8	122.2			f 7.11						
125 P		f 8.34				266.7		**THISBE** E. 4.5 — W. 4.2	117.6			f 7.04						
120 WP		f 8.42				271.4		**GILPIN** E. 4.2 — W. 5.7	112.9			f 6.57						
263 WYP		s 8.50	f 8.35			276.1		**FERNLEY** E. 5.5 — W. 4.0	108.2		s 5.51	s 6.50		f 11.21PM				
118 P						280.4		**ARGO** E. 3.4 — W. 3.5	103.9									
127 P						284.4		**DARWIN** E. 4.4 — W. 4.4	99.9									
136 128 BKWOTYP		s 9.20PM	s 8.57	s 7.25	s 6.35	288.1		**HAZEN** E. 4.1 — W. 4.0	96.2		s 5.26	6.25PM	s 8.18	s 11.03				
120 126 P	12.39AM		9.03	7.31	6.42	292.5		TO **MASSIE** E. 4.9 — W. 4.7	91.8	1.41	5.14		8.10	10.53	3.02	8.56	2.39	9.17
101 P	12.43		**9.09**	7.36	6.47	297.4		**FALAIS** E. 4.3 — W. 4.5	86.9	1.37	5.08		8.05	10.47	2.54	8.48	2.31	**9.09**
125 P	12.47		9.14	7.41	6.52	302.0		**UPSAL** E. 5.1 — W. 5.0	82.3	1.33	5.02		8.00	10.42	2.46	8.41	2.24	9.00
105 P	12.51		9.19	7.46	6.57	306.8		**DESERT** E. 4.8 — W. 4.8	77.5	1.29	4.56		7.55	10.37	2.38	8.33	2.16	8.52
122 WP	12.55		9.24	7.51	7.02	311.7		TO **PARRAN** E. 4.5 — W. 4.5	72.6	1.25	4.50		7.50	10.32	2.30	8.25	2.08	8.44
100 P	12.58		9.29	7.55	7.07	316.1		**HUXLEY** E. 3.4 — W. 3.6	68.2	1.22	4.44		7.45	10.27	2.22	8.18	2.01	8.36
125 P	1.01		9.33	7.59	7.11	320.0		**OCALA** E. 5.1 — W. 4.8	64.3	1.19	4.39		7.41	10.22	2.16	8.12	1.55	8.30
99 P	1.04		9.38	**8.03**	7.15	324.2		**MIRIAM** E. 3.3 — W. 3.5	60.1	1.16	4.33		7.37	10.17	2.09	**8.03**	1.48	8.23
122 P	1.07		9.43	8.07	7.19	328.4		TO **TOY** E. 3.8 — W. 3.7	55.9	1.13	4.27		7.33	10.12	2.02	7.58	1.42	8.17
102 P	1.10		9.47	8.11	7.23	331.8		**TOULON** E. 4.7 — W 4.6	52.5	1.10	4.22		7.29	10.07	1.56	7.52	1.36	8.11
102 P	1.14		9.52	8.15	7.28	336.4		**GRANITE POINT** E. 4.3 — W. 3.3	47.9	1.06	4.16		7.24	10.02	1.49	7.45	1.29	8.04
19 YP	1.17		**9.57**	8.19	7.33	340.5	D. T.	**PERTH** E. 2.7 — W. 4.5	43.8	1.02	4.10		7.19	**9.57**	1.42	7.38	1.22	7.57
W134 E125 WP	1.21		s 10.05	s 8.26	s 7.40	344.3		TO **LOVELOCK** E. 14.9 — W. 13.1	40.0	12.58	s 4.04		s 7.13	s 9.51	1.35	7.31	1.15	7.50
WP	1.34		f 10.30	8.48	8.01	357.8		**OREANA** E. 7.2 — W. 8.4	East 26.3 West 26.5	12.46	f 3.41		6.54	9.32				
M 126 P	1.40		10.40	8.56	8.10	366.0		**RYE PATCH** E. 13.0 — W. 10.5	18.1 18.3	12.39	3.31		6.45	9.22	1.02	6.57	12.40	7.15
M133 WP	1.49		10.54	9.09	8.21	377.0		**HUMBOLDT** E. 6.1 — W. 7.4	7.1 7.1	12.29	3.17		6.35	9.10				
Yard Limits BKOWYP	1.55AM		s 11.05PM	s 9.15AM	s 8.30AM	384.1		TO-R **IMLAY**	0.0 0.0	12.23AM	3.05PM		6.25PM	9.00PM	12.30AM	6.25AM	12.05PM	6.40PM
	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(138.1)	137.9 138.1	Leave See Footnote	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.05) 66.19	(1.20) 31.42	(3.10) 43.54	(2.50) 48.67	(2.45) 50.14			Time over District Average Speed per Hour		(2.07) 65.24	(3.30) 39.45	(1.15) 33.52	(2.50) 48.74	(3.01) 45.72	(3.55) 35.21	(3.55) 35.21	(3.55) 35.21	(4.00) 34.52

RULE 5. Vista and Perth: Time applies at end double track. Lovelock: Time of eastward trains and westward first-class trains applies at train-order office.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes; except within Centralized Traffic Control System.

No. 101 leave and arrive on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

No. 102 leave on 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

No. 102 arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

No. 28 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.

No. 88 stop at Fernley Monday, Wednesday and Friday.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Clark	North of main track	36
Gilpin	South of main track	43
Argo	North of main track	48
Falais	North of main track	50
Desert	North of main track	49
Parran	South of main track	50
Huxley	South of main track	50
Ocala	North of main track	50
Miriam	North of main track	49

ADDITIONAL STATIONS

NAME		Mile Post	Capacity
Kodak	(Spur)	349.0	7
Woolsey	"	353.2	73
Valery	"	372.6	8

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27	Any Station	Daily		Cheyenne
87	Any Station	Daily	Reno	Ogden
28	Any Station	Daily	Beyond Ogden	Colfax
88	Any Station	Daily	Ogden	Sparks

Capacity of sidings in car lengths	FIRST CLASS				Distance from San Francisco		Time-Table No. 59 November 12, 1944		Distance from Carlin	FIRST CLASS					SECOND CLASS					
	22	88	28	102						21	39	27	87	101	571	573	77	575	577	61
	Pacific Limited	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco						Pacific Limited	Western Pacific Exposition Flyer	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWOYP	11.15PM	9.25AM	8.40AM	1.55AM	384.1	A. B. S.	TO-R IMLAY E. 4.6 — W. 4.6	D. T.	150.2	s 2.55PM		s 6.15PM	s 8.50PM	12.23AM	5.30AM	11.35AM		5.50PM	12.05AM	
P	f 11.26	f 9.35	8.46		388.7		MILL CITY E. 7.6 — W. 9.0		145.6	f 2.45		6.08	f 8.41	12.18	5.20	11.28		5.41	11.56PM	
M 122 WP	11.37	9.46	8.54	2.09	397.0		COSGRAVE E. 10.2 — W. 9.0		137.3	2.33		6.00	8.31	12.12						
P	11.49	9.58	9.04	2.18	406.6 406.8		TO ROSE CREEK E. 5.1 — W. 6.0		127.7	2.21		5.51	8.22	12.03AM	4.50	11.01		5.13	11.28	
100 P	**11.57PM**	10.05	9.10	2.23	412.1		BENIN E. 4.9 — W. 4.8		122.4	2.14		5.46	8.16	**11.57PM**	4.42	10.53		5.05	11.20	
E 105 W 95 WP	s 12.13AM	s 10.23	s 9.19	2.27	417.3		TO WINNEMUCCA E. 4.4 — W. 3.4		117.2	s 2.06		s 5.39	s 8.09	11.53	4.34	10.45		4.57	11.12	
IP	12.20AM	10.30AM	9.25AM	2.32AM	420.9		TO-R WESO W. P. Connection E. 1.9 — W. 2.9		113.6	1.50	3.49PM	5.29	7.58	11.50	4.29	10.39	11.20AM	4.51	11.06	2.20AM
102 P					423.3	A. B. S. Westward Only	TULE E. 5.8 — W. 5.7		111.2	1.46	3.45	5.25	7.54							
82 P					428.9		EGLON E. 5.0 — W. 5.0		105.6	1.40	3.39	5.19	7.48							
93 WP					434.0		TO GOLCONDA E. 5.7 — W. 4.8		100.5	f 1.33	3.34	5.14	f 7.42	11.37	4.10	10.20	11.00	4.31	10.46	2.00
50 P					439.3		PREBLE W. P. Connection E. 8.3 — W. 9.5		95.2	1.25	3.28	5.09	7.32							
122 P					448.1		IRON POINT E. 12.4 — W. 12.5		86.4	1.14	3.18	5.00	7.21							
72 WP					461.3		VALMY E. 5.8 — W. 5.5		73.2	f 12.57	3.04	4.46	7.04	11.16	3.27	9.37	10.16	3.47	10.02	1.16
101 P					466.3		MOTE E. 9.3 — W. 9.0		68.2	12.51	2.59	4.41	6.58							
72 WP					475.8		TO BATTLE MOUNTAIN E. 6.5 — W. 6.5		58.7	s 12.40	2.49	s 4.30	s 6.47	11.05	3.05	9.15	9.54	3.25	9.40	12.54
72 P					482.0		ROSNY E. 10.8 — W. 11.1		52.5	12.27	2.42	4.20	6.37	11.00						
102 P					492.9		MOSEL E. 5.6 — W. 5.6		41.6	12.15	2.30	4.08	6.25	10.51						
50 P					498.5		SHOSHONE E. 9.7 — W. 9.7		36.0	f 12.09PM	2.24	4.02	6.19	10.47			9.16			12.16AM
99 P					508.2		TO BEOWAWE W. P. Connection E. 5.0 — W. 4.5		26.3	f 11.57AM	2.12	3.51	f 6.07	10.38	2.15	8.25	9.00	2.35	8.50	11.59PM
50 P					512.7		CLURO E. 7.5 — W. 7.0		21.8	11.49			5.58							
					520.2		BARTH W. P. Connection E. 5.4 — W. 5.9		14.3											
52 WP					525.7	A.B.S.	TO PALISADE E. 5.0 — W. 5.3		8.8	f 11.31	1.50	3.29	f 5.40	10.17	1.45	7.55	8.30	2.05	8.20	11.30
83 P					531.2		TYROL E. 3.9 — W. 3.1		3.3											
Carlin Yard BKWOTP					534.5		TO-R CARLIN W. P. Connection		0.0	11.15AM	1.36PM	3.15PM	5.25PM	10.06PM	1.25AM	7.35AM	8.10AM	1.45PM	8.00PM	11.10PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote			(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.05) 33.78	(1.05) 33.78	(0.45) 48.80	(0.37) 59.35			Time over District Average Speed per Hour			(3.40) 40.96	(2.13) 51.24	(3.00) 50.06	(3.25) 43.96	(2.17) 65.85	(4.05) 36.78	(4.00) 37.55	(3.10) 35.87	(4.05) 36.78	(4.05) 36.78	(3.10) 35.87

Be governed by current time-table, bulletins and rules of Western Pacific R. R. Co., on WPRR track between Weso and Carlin.

On Southern Pacific tracks between Carlin and Weso Automatic Block System governs westward movement only, except between Carlin and west portal Tunnel No. 1, Palisade, signals govern movements in both directions.

RULE 5. Rose Creek: Time applies at end double track.
Weso: Time applies at train-order signal.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

No. 102 leave and arrive, and No. 101 leave on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

No. 101 arrive on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Shoshone	South of main track	49

ADDITIONAL STATIONS

NAME		Mile Post	Capacity
Comus	(Spur)	443.5	24
Herrin	"	452.7	51
Stone House	"	457.4	50
Piute	"	470.9	73
Argenta	"	487.7	58
Ladoga	"	503.7	49
Harney	"	517.0	22
Gerald	"	521.6	33

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27	Any Station	Daily		Cheyenne
87	Any Station	Daily	Reno	Ogden
28	Any Station	Daily	Beyond Ogden	Colfax
88	Any Station	Daily	Ogden	Sparks

EASTWARD

ELKO SUBDIVISION

WESTWARD

Time-Table No. 59

November 12, 1944

Capacity of sidings in car lengths	88	28	102	22	Distance from San Francisco		STATIONS		Distance from Montello	21	39	27	87	101	571	77	573	575	61	577
	FIRST CLASS									FIRST CLASS					SECOND CLASS					
	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco	Pacific Limited						Pacific Limited	Western Pacific Exposition Flyer	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight	Freight
	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Carlin Yard BKWOTP					534.5	A. B. S. West Only	TO-R **CARLIN** W. P. Connection E. 2.4 — W. 3.3		127.4	s 11.05 AM	1.36 PM	s 3.05 PM	s 5.15 PM	s 10.03 PM	6.45 AM	8.10 AM	12.40 PM	7.10 PM	11.10 PM	12.31 AM
82 P					537.5		**VIVIAN** E. 7.1 — W. 6.8		124.4	10.57	1.30	2.57	5.07	9.57	6.37	7.59	12.32	7.02	10.59	12.23
51 P					544.5	A.B.S.	**MOLEEN** E. 5.8 — W. 5.9		117.4	10.49	1.23	2.49	4.59	9.50	6.26	7.45	12.21	6.51	10.45	12.12 AM
72 P					550.3	A. B. S. West Only	**AVENEL** E. 4.7 — W. 4.0		111.6	10.43	1.17	2.43	4.53	9.45						
Elko Yard					554.5		**WEST ELKO** W. P. Connection E. 1.5 — W. 1.5		107.4	10.38	1.13	2.38	4.48	9.41	6.11	7.30	12.06	6.36	10.30	11.57 PM
79 WP					556.0		TO-R **ELKO** W. P. Connection E. 4.3 — W. 5.1		105.9	s 10.35	1.10 s 1.02	s 2.35	s 4.45	9.38	6.08	Via WP Yard 6.25 AM	12.03 PM	6.33	Via WP Yard 9.25 PM	11.54
83 P					560.5		**COIN** E. 12.4 — W. 12.5		101.4	10.25	12.56	2.24	4.33	9.33						
88 WP					573.4	A.B.S.	**ELBURZ** W. P. Connection E. 3.5 — W. 3.6		88.5	10.09	12.41	2.08	4.15	9.22	5.41	5.56	11.36 AM	6.06	8.56	11.27
100 P					576.7	A. B. S. West Only	TO **HALLECK** E. 4.7 — W. 4.6		85.2	10.04	12.37	2.03	f 4.10			5.50			8.50	
82 P					581.2		**RASID** E. 8.2 — W. 8.4		80.7	9.58	12.33	1.58	4.03	9.16						
112 WP					589.6		TO **DEETH** E. 2.0 — W. 0.9		72.3	f 9.48	12.25	1.50	3.53	9.09	5.16	5.25	11.11	5.41	8.25	11.02
					591.1		**W. P. CONNECTION** E. 7.5 — W. 8.8		70.3											
120 P					599.1		**TULASCO** E. 5.0 — W. 3.7		62.8	9.36	12.15	1.40	3.46	9.01		5.08			8.08	
86 IP	2.35 PM	1.20 PM	5.33 AM	4.50 AM	603.6	A. B. S.	TO-R **ALAZON** W. P. Connection E. 3.9 — W. 3.9	D.T.	58.3	9.30	12.10 PM	1.35	3.40	8.57	4.55	5.00 AM	10.50	5.20	8.00 PM	10.41
W 107 Yd. Lts. E 125 BKWOYP	s 2.47	s 1.31	5.39	s 5.08	607.5		TO-R **WELLS** E. 8.7 — W. 9.3		54.4	s 9.23		s 1.29	s 3.33	8.53	4.45		10.40	5.10		10.31
Yard Limits E 102 YP	**3.12**	1.51	5.54	5.27	616.4		TO **MOOR** E. 3.6 — W. 4.0		45.5	8.59		1.13	**3.12**	8.42	4.15		10.10	4.40		10.01
98 WP	3.19	1.58	5.59	5.34	620.1		**ANTHONY** E. 3.8 — W. 4.1		41.8	8.54		1.09	3.07	8.38	4.04		9.59	4.29		9.49
115 P	3.24	2.03	6.03	5.39	624.1		**HOLBORN** E. 3.6 — W. 3.5		37.8	8.48		1.04	3.02	8.34	3.58		9.53	4.23		9.43
115 P	3.29	2.08	6.07	5.44	627.5		TO **FENELON** E. 4.3 — W. 4.3		34.4	8.43		1.00	2.57	8.30	3.51		9.46	4.16		9.36
115 P	3.35	2.14	6.11	5.50	631.8		**PEQUOP** E. 4.9 — W. 4.9		30.1	8.37		12.55	2.51	8.26	3.43		9.38	4.08		9.28
114 P	3.41	2.20	6.16	5.56	636.8		**ICARUS** E. 4.4 — W. 3.2		25.1	8.30		12.49	2.45	8.21	3.35		9.30	4.00		9.20
Yard Limits W114 WYP	3.46	2.25	6.21	6.01	640.6		TO **VALLEY PASS** E. 4.5 — W. 4.0	D.T.	21.3	8.22		12.42	2.38	8.17	3.25		9.20	3.50		9.10
59 P	f 3.51				644.8		**COBRE** E. 5.2 — W. 5.4		17.1	8.15		12.34	f 2.30							
M 94 WP	3.58	2.40	6.32	6.15	649.8		**LORAY** E. 12.6 — W. 11.7		12.1	8.04		12.25 PM	2.21	8.05						
Yard Limits BKWOYP	s 4.14 PM	s 2.58 PM	6.49 AM	s 6.32 AM	661.9		TO-R **MONTELLO**		0.0	7.30 AM		11.59 AM	1.55 PM	7.42 PM	2.05 AM		8.00 AM	2.30 PM		7.50 PM
	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily			(127.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.39) 35.33	(1.38) 35.69	(1.16) 46.02	(1.42) 34.29			Time over District Average Speed per Hour			(3.35) 35.55	(1.26) 48.21	(3.06) 41.10	(3.20) 38.22	(2.21) 54.21	(4.40) 27.30	(3.10) 21.72	(4.40) 27.30	(4.40) 27.30	(3.10) 21.72	(4.41) 27.27

Be governed by current time-table, bulletins and rules of Western Pacific R. R. Co. on WPRR track between Carlin and Alazon.

On Southern Pacific tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Signal 5396, at west portal tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal tunnel No. 3 to Signal 5727 at west switch Elburz, signals govern movements in both directions.

RULE 5. Moor and Valley Pass: Time applies at end double track.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

No. 101 and No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Moor	North of main track	50
Anthony	South of main track	50
Fenelon	North of main track	50

ADDITIONAL STATIONS

NAME		Mile Post	Capacity
Tonka	(Spur)	540.3	50
Osino	"	564.8	48
Ryndon	"	567.8	51-49
Natchez	"	585.3	52
Nardi	"	594.4	33
Cedar	"	613.6	3
Tioga	"	653.4	2

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27	Any Station	Daily		Cheyenne
87	Any Station	Daily	Reno	Ogden
28	Any Station	Daily	Beyond Ogden	Colfax
88	Any Station	Daily	Ogden	Sparks

EASTWARD

OGDEN SUBDIVISION

WESTWARD

Time-Table No. 59

November 12, 1944

Capacity of sidings in car lengths	FIRST CLASS				Distance from San Francisco	STATIONS		Distance from Ogden		FIRST CLASS				SECOND CLASS			
	88 Challenger Leave Daily	28 San Francisco Overland Limited Leave Daily	102 Streamliner City of San Francisco Leave See Footnote	22 Pacific Limited Leave Daily				East	West	21 Pacific Limited Arrive Daily	27 San Francisco Overland Limited Arrive Daily	87 Challenger Arrive Daily	101 Streamliner City of San Francisco Arrive See Footnote	581 Freight Arrive Daily	583 Freight Arrive Daily	585 Freight Arrive Daily	587 Freight Arrive Daily
Yard Limits BKWOYP	4.24 PM	3.08 PM	6.49 AM	6.42 AM	661.9	TO-R **MONTELLO** E. 6.3 — W. 6.4	D.T. A.B.S.	120.4	121.2	s 7.20 AM	s 11.50 AM	s 1.45 PM	7.42 PM	7.00 AM	1.05 PM	7.30 PM	1.30 AM
E 113 P	4.33	3.16	6.56	6.51	668.3	**TECOMA** — E. 6.1 | **TECOMA** — W. 3.4		114.0	114.8	7.10	11.40	1.35	7.34	6.47	12.52	7.17	1.17
Grouse W121 P					674.3	**GARTNEY** — E. 5.1 | **GROUSE** — W. 9.3		108.0	112.0	7.04	11.35	1.30					
E 128 W 101 WYP	f 4.47	3.28	7.07	7.04	679.8	TO **LUCIN** E. 5.0 — W. 4.4		102.5		6.50	11.22	s 1.16	7.21	6.17	12.23	6.47	12.48
98 P	4.54	3.33	**7.11**	**7.11**	684.5	**PIGEON** E. 4.4 — W. 4.4		97.8		6.44	11.16	1.09	7.16	6.08	12.14	6.38	12.39
100 P	4.59	3.38	7.15	7.17	689.3	TO **TECK** E. 3.8 — W. 3.9		93.0		6.38	11.11	1.03	7.12	6.00	12.06 PM	6.30	12.31
109 P	5.04	3.43	7.19	7.23	693.2	**JACKSON** E. 4.7 — W. 4.9		89.1		6.32	11.06	12.58	7.08	5.52	11.58 AM	6.23	12.23
115 P	5.09	3.48	7.22	7.29	697.6	**BEPPO** E. 3.7 — W. 4.7		84.7		6.26	11.01	12.53	7.05	5.45	11.50	6.16	12.16
W 127 E 115 WP	5.15	3.53	7.25	7.35	702.1	TO **LEMAY** E. 4.8 — W. 3.6		80.3		6.20	10.56	12.47	7.02	5.38	11.43	6.09	12.08
110 P	5.21	3.58	7.28	7.41	706.4	**NEWFOUNDLAND** E. 4.8 — W. 4.8		75.9		6.13	10.51	12.41	6.59	5.31	11.36	6.02	12.01 AM
110 P	5.27	4.03	7.32	7.47	711.1	**GROOME** E. 4.8 — W. 5.1		71.2		6.07	10.46	12.36	6.55	5.23	11.28	5.54	11.53 PM
134 P	5.33	4.09	7.36	7.52	716.3	**ALLEN** E. 4.8 — W. 5.6		66.0		6.00	10.41	12.31		5.15	11.20	5.46	11.45
101 YP	**5.39**	4.14	7.39	7.58	720.6	TO **HOGUP** E. 4.2 — W. 4.2		61.7		5.54	10.36	12.26	6.47	5.08	11.13	**5.39**	11.38
99 P	5.44	4.19	7.43	8.04	725.3	**OLNEY** E. 4.7 — W. 4.7		57.0		5.48	10.31	12.21	6.43	5.01	11.06	5.32	11.31
100 P	5.49	4.24	7.47	8.10	730.0	**STRONGKNOB** E. 5.1 — W. 5.2		52.3		5.42	10.26	12.16	6.39	4.53	10.58	5.24	11.23
107 OP	5.56	4.30	7.52	8.17	735.2	TO **LAKESIDE** E. 5.5 — W. 4.4	D.T.	47.1		5.35	10.20	s 12.09 PM	6.34	4.45	10.50	5.16	11.15
	6.02	4.36	7.58	8.24	739.7	**TRESEND** E. 0.0 — W. 1.4		42.6		5.28	10.13	11.59 AM	6.29	4.38	10.43	5.09	11.08
137 P					741.1	**ENGLE** E. 4.3 — W. 4.0		41.2									
108 P	**6.20**	**4.53**	8.07	8.40	744.8	TO **MIDLAKE** E. 5.6 — W. 5.5		37.5		5.15	10.01	11.46	**6.20**	4.22	10.27	**4.53**	10.52
96 P	6.38	5.10	8.19	8.56	750.1	**COLIN** E. 2.6 — W. 3.0		32.2		4.58	9.44	11.29	6.08	4.00	10.05	4.30	10.30
142 P	6.46	5.18	8.25	9.04	753.9	TO **BRIDGE** E. 5.8 — W. 5.0	D.T.	28.4		4.47	9.35	11.20	6.01	3.48	9.53	4.18	10.18
51 WP	6.57	5.27	8.31	9.14	758.5	**PROMONTORY POINT** E. 8.7 — W. 9.3		23.8		4.38	9.28	11.11	5.56	3.40	9.45	4.10	10.10
M 127 P	7.08	5.35	8.39	9.29	767.2	**LITTLE MOUNTAIN** E. 10.2 — W. 7.7		15.0		4.26	9.19	10.57	5.49	3.25	9.30	3.55	9.55
M 127 P	7.18	5.45	8.49	9.44	776.3	**WEST WEBER** E. 4.5 — W. 5.8		6.0		4.13	9.10	10.47		3.11	9.16	3.40	9.40
Ogden yard					781.4	**D. & R. G. W. CROSSING** E. 0.9 — W. 0.9		0.9									
BKWOTYP	s 7.35 PM	s 6.00 PM	s 9.00 AM	s 10.00 AM	782.3	TO-R **OGDEN**		0.0		4.00 AM	9.00 AM	10.35 AM	5.36 PM	3.00 AM	9.05 AM	3.30 PM	9.30 PM
	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily		(120.4)				Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.11) 37.82	(2.52) 42.00	(2.11) 55.14	(3.18) 36.48		Time over District Average Speed per Hour				(3.20) 36.36	(2.50) 42.77	(3.10) 38.27	(2.06) 57.71	(4.00) 30.30	(4.00) 30.30	(4.00) 30.30	(4.00 30.30

RULE 5. Lucin, Lakeside, Tresend and Bridge, time applies at end double track.

Engle: Time applies at east switch of siding.

Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard limits. Be familiar with their Rule 104 (S) pertaining to movement over slip switches.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes, except between Tresend and Bridge must clear the time of Nos. 101 and 102 not less than 5 minutes.

No. 21 stop at Lemay each Monday.

No. 88 stop at Lemay each Friday.

No. 101 and No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Pigeon	South of main track	51
Teck	South of main track	50
Hogup	South of main track	51
Olney	South of main track	50
Strongknob	South of main track	50
Lakeside	North of main track	49

ADDITIONAL STATIONS

NAME		Mile Post	Capacity
Saline	(Spur)	755.2	13
Bagley	"	763.7	19–52
Reese	"	772.5	30
Marriott	"	780.0	11

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27	Any Station	Daily		Cheyenne
87	Any Station	Daily	Reno	Ogden
22	Lakeside	Tue. & Sat.	Any Station	Any Station
28	Any Station	Daily	Beyond Ogden	Colfax
88	Any Station	Daily	Ogden	Sparks

EASTWARD WADSWORTH SUBDIVISION WESTWARD

Capacity of sidings in car lengths		SECOND CLASS		Distance from San Francisco		Time-Table No. 59 November 12, 1944	Distance from Wendel	SECOND CLASS		
			552 Freight					559 Freight		
			Leave Daily			STATIONS		Arrive Daily		
Yard Limits 263 WYP			9.00 PM	276.1	TO-R	**FERNLEY**	82.6	9.40 AM		
						E. 2.0 — W. 2.0				
WP			9.15	278.1		**WADSWORTH**	80.6	9.30		
						E. 2.5 — W. 3.7				
107 P			9.30	281.2		**DODGE**	77.5	9.19		
						E. 9.6 — W. 9.2				
56 P			9.50	290.5		**NUMANA**	68.2	8.40		
						E. 5.3 — W. 4.6				
16 P			10.02	295.5		**LIBBY**	63.2	8.15		
						E. 3.5 — W. 4.2				
57 P			10.11	299.4		**HESLIP**	59.3	8.05		
						E 8.5 — W 9.0				
112 WP			10.35	308.2	TO	**SUTCLIFFE**	50.5	7.40		
						E 8.8 — W 8.3				
57 P			10.55	316.6		**BRISTOL**	42.1	7.15		
						E. 5.4 — W. 4.8				
28 WP			11.20	321.8		**BIG CANYON**	36.9	7.02		
						E. 3.5 — W. 5.0				
111 P			11.29	326.1		**ZENOBIA**	32.6	6.52		
						E. 9.9 — W. 9.0				
56			11.47 PM	335.6		**EASTON**	23.1	6.30		
						E. 1.2 — W. 0.6				
IP				336.4		**FLANIGAN** W. P. Crossing	22.3	6.25		
						E. 7.8 — W. 9.0				
113 P			12.10 AM	345.2		**STACY**	13.5	6.05		
						E. 6.3 — W. 5.1				
			12.21	350.5		**HERLONG**	8.2	5.49		
						E. 4.1 — W. 4.8				
68			12.30	354.8		**AMEDEE**	3.9	5.40		
						E. 4.1 — W. 3.4				
Yard Limits BKWOYP			12.40 AM	358.7	TO-R	**WENDEL**	0.0	5.20 AM		
			Arrive Daily			(82.6)		Leave Daily		
			(3.40) 22.52			Time over District Average Speed per Hour		(4.20) 19.06		

EASTWARD ALTURAS SUBDIVISION WESTWARD

Capacity of sidings in car lengths		SECOND CLASS		Distance from San Francisco		Time-Table No. 59 November 12, 1944	Distance from Alturas Yard	SECOND CLASS	
			554 Freight					551 Freight	
			Leave Daily			STATIONS		Arrive Daily	
Yard Limits BKWOYP			1.30 AM	358.7	TO-R	**WENDEL**	98.2	4.45 AM	
						E. 6.7 — W. 7.4			
68 P			2.00	365.6		**VIEWLAND**	91.3	4.15	
						E. 8.4 — W. 8.7			
102 WP			2.25	374.7		**KARLO**	82.2	3.45	
						E. 9.4 — W. 9.1			
69 P			**3.15**	383.6		**SECRET**	73.3	**3.15**	
						E. 4.8 — W. 4.1			
WP			3.35	388.0		**HORSE LAKE**	68.9	2.45	
						E. 3.9 — W. 5.0			
115 YP			4.05	392.5		**CREST**	64.4	2.30	
						E. 5.2 — W. 5.1			
Yard Limits 102 WP			4.25	397.9	TO	**RAVENDALE**	59.0	2.16	
						E. 7.7 — W. 6.6			
29 P			4.45	404.7		**TERMO**	52.2	1.55	
						E. 13.5 — W. 14.3			
83 WYP			5.30	418.9	TO	**MADELINE**	38.0	1.15	
						E. 4.0 — W. 4.3			
115 YP			5.50	423.3		**SAGE HEN**	33.6	12.58	
						E. 11.2 — W. 10.7			
72 W			6.35	434.0		**INDIAN CAMP**	22.9	12.20	
						E. 5.0 — W. 5.5			
121 KWYP			7.00	438.7	TO	**LIKELY**	18.2	12.05 AM	
						E. 5.3 — W. 4.1			
P			7.20	443.6		**BAYLEY**	13.3	11.50 PM	
						E. 2.8 — W. 2.8			
			7.30	446.4		**McARTHUR**	10.5	11.40	
						E. 10.5 — W. 10.5			
Yard Limits BKWOYP			8.20 AM	456.9	TO-R	**ALTURAS**	0.0	11.00 PM	
			Arrive Daily			(98.2)		Leave Daily	
			(6.50) 14.37			Time over District Average Speed per Hour		(5.45) 17.07	

EASTWARD WADSWORTH SUBDIVISION WESTWARD

Capacity of sidings in car lengths		SECOND CLASS 556 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time-Table No. 59 November 12, 1944 Westwood Branch STATIONS	Distance from Mason	SECOND CLASS 555 Local Freight Arrive Daily Ex. Sunday
Yard Limits BKWOYP		3.00 AM	358.7	TO-R	**WENDEL**	48.5	9.20 AM
					E. 8.0 — W. 8.6		
55	P	3.20	367.1	TO	**LITCHFIELD**	40.1	8.50
					E. 7.4 — W. 7.5		
64	P	3.40	374.9		**LEAVITT**	32.3	8.35
					E 7.8 — W. 7.1		
Yard Limits YKP		4.05 4.15	381.9	TO-R	**SUSANVILLE**	25.3	8.20 8.15
					E. 7.9 — W. 8.6		
60	P	4.40	390.1		**BUNNEL**	17.1	7.45
					E. 4.7 — W. 4.6		
54	WP	4.55	394.8		**GOUMAZ**	12.4	7.20
					E. 5.3 — W. 5.4		
62	YP	5.15	400.1		**WESTWOOD JCT.**	7.1	7.00
					E. 7.4 — W. 6.7		
	P	5.35 AM	407.2	TO-R	**MASON**	0.0	6.30 AM
		Arrive Daily Ex. Sunday			(48.5)		Leave Daily Ex. Sunday
		(2.35) 18.77			Time over District Average Speed per Hour		(2.50) 17.12

BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF WESTERN PACIFIC R. R. CO. BETWEEN MASON AND WESTWOOD.

Distance from San Francisco	Stations
407.2	**MASON**
	E. 2.6 — W. 3.2
410.1	**CONMAN**
	E. 1.5 — W. 0.9
411.3	**WESTWOOD**

EASTWARD MINA SUBDIVISION WESTWARD

Capacity of sidings in car lengths		SECOND CLASS 606 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time-Table No. 59 November 12, 1944 Mina Branch STATIONS	Distance from Mina	SECOND CLASS 605 Mixed Arrive Daily Ex. Sunday
Yard Limits BKWOTYP		9.50 PM	288.1	TO-R	**HAZEN**	128.9	s 6.07 PM
					E. 4.7 — W. 5.3		
44		f 10.04	292.9		**BANGO**	124.1	f 5.53
					E. 4.9 — W. 4.8		
43		f 10.20	297.9		**RUGBY**	119.1	f 5.38
					E. 9.1 — W. 9.1		
55		f 10.48	307.0		**APPIAN**	110.0	f 5.11
					E. 6.9 — W. 6.6		
	P	s 11.09	313.8		**WEEKS**	103.2	s 4.50
					E. 2 4 — W. 2.7		
35		f 11.16 PM	316.4		**CHURCHILL**	100.6	f 4.43
					E. 11.9 — W. 11.5		
Yard Limits WYP		s 12.15 AM	328.0	TO	**WABUSKA**	89.0	s 4.10
					E. 3.9 — W. 3.9		
		12.30	331.9		**LUX**	85.1	3.42
					E. 15.6 — W. 16.0		
31		f 1.13	347.7		**RESERVATION**	69.3	f 3.00
					E. 6.0 — W. 6.3		
55	W	s 1.35	354.2	TO	**SCHURZ**	62.8	s 2.42
					E. 13.7 — W. 13.3		
61	P	f 2.10	367.3		**GILLIS**	49.7	f 2.01
					E. 2.1 — W. 1.8		
	P	f 2.15	369.3		**NOLAN**	47.7	f 1.55
					E. 14 5 — W. 15.3		
Yard Limits 43	WY	s 3.30	384.4	TO	**THORNE**	32.6	s 1.20
					E. 5.3 — W. 5.0		
44		f 3.43	389.4		**DOVER**	27.6	f 12.42
					E. 4 7 — W. 4.6		
35		f 3.55	394.0		**KINKEAD**	23.0	f 12.30 PM
					E. 14.4 — W. 14.0		
		s 4.42	408.2		**LUNING**	8.8	s 11.55 AM
					E. 8.8 — W. 8.9		
Yard Limits BKWOYP		s 5.05 AM	417.0	TO-R	**MINA**	0.0	11.30 AM
		Arrive Daily Ex. Monday			(128.9)		Leave Daily Ex. Sunday
		(7.15) 13.13			Time over District Average Speed per Hour		(6.37) 16.95

BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF TONOPAH & GOLDFIELD R. R. CO., BETWEEN MINA AND TONOPAH JCT.

Distance from San Francisco	Stations
417.0	**MINA**
	E. 9.0 — W. 9.0
426.0	**TONOPAH JCT.**

When using Wye at Thorne, do so under flag protection.

EASTWARD MINA SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 602 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time-Table No. 59 November 12, 1944 Fallon Branch STATIONS	Distance from Fallon	SECOND CLASS 603 Mixed Arrive Daily Ex. Sunday
Yard Limits BKWOTYP	7.45 AM	288.1	TO-R	**HAZEN**	15.8	s 2.35 PM
				E. 9.7 — W. 9.9		
15	f 8.10	298.1		**MIRAGE**	5.8	f 2.13
				E. 6.2 — W. 5.9		
Yard Limits WYP	s 8.20 AM	303.9	TO-R	**FALLON**	0.0	2.00 PM
	Arrive Daily Ex. Sunday			(15.8)		Leave Daily Ex. Sunday
	(0.35) 27.08			Time over District Average Speed per Hour		(0.35) 27.08

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.

Sparks	W. R. Adams & Son	Ogden	Chas. D. Anderson
Winnemucca	Krenkel & Bosch	Alturas	Wm. Mayben
Elko	W. N. Blohm	Lakeview	A. E. Rugg

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Streamliner "CITY OF SAN FRANCISCO."

Mile post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such trains is passing distant signal three-fourths mile beyond the slow board:

Eastward			Westward		
SPARKS-IMLAY					
309.68	322.12	334.62	333.82	322.00	308.65
314.12	326.13		330.23	318.00	
317.50	329.72		326.52	313.50	
CARLIN-MONTELLO					
605.30					
MONTELLO-OGDEN					
682.82	692.42	723.04	755.00	716.61	691.01
684.22	705.60	727.74	740.35	713.13	689.51
687.20	709.50	732.85	732.03	711.93	686.67
688.56	718.98	738.20	727.33	708.09	685.15
691.22			722.31	699.83	682.41
			718.31	694.87	

Mile post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such trains is passing home signal three-fourths mile beyond the slow board:

Eastward			Westward		
SPARKS-IMLAY					
328.37					
CARLIN-MONTELLO					
642.92					609.70
MONTELLO-OGDEN					
722.04	758.26	764.30	770.65	766.65	761.65
754.50	759.26	765.18	769.71	763.61	760.77
755.26	760.14	768.22	767.43	762.48	756.91

RULE 14 (e). As specified below —— —— —— —— —— —— shall be indication flagman may return from east as prescribed by Rule 99:

Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 21 (C). Indicators of trains arriving Sparks, Carlin and Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 26. When emergency work is to be done under Streamliner "CITY OF SAN FRANCISCO," chains must also be placed each side of a traction wheel, and 90-pound brake pipe pressure must be maintained until work completed.

RULE 28. In double-track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Trains may leave Susanville and Mason without clearance if no operator on duty.

Trains originating at Westwood, to move westward from Mason, must obtain Southern Pacific clearance in addition to Western Pacific clearance at Westwood.

RULE 83. If a positive observation check is made between Ogden and Bridge; Engle and Lakeside; Tecoma and Montello; Montello and Valley Pass; Alazon and Moor; Imlay and Rose Creek; Imlay and Humboldt; Rye Patch and Perth; it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (A). At the following stations only the trains indicated will register:

Susanville—Extra trains originating or terminating when instructed by train order.
Wells—First-class, and originating or terminating.
Wells and Montello—Helper engineers will register at roundhouse instead of train-order office.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Montello	Nos. 101 and 102.
Wells	First-class trains.
Imlay	First-class trains.
Mason	Nos. 555 and 556.

RULE 86. Second-class and extra trains may run ahead of first-class trains except Nos. 101 and 102, between Bridge and Lakeside, avoiding unnecessary delay to first-class trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
241.63	Sparks	247.60
	Fernley (Wadsworth Subdivision)	276.77
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
382.60	Imlay	385.71
533.40	Carlin	536.46
642.97	" (WPRR)	647.09
554.02	Elko	557.53
606.20	Wells	609.50
615.81	Moor	617.76
638.49	Valley Pass	642.00
660.23	Montello	663.36
780.21	Ogden	......
357.26	Wendel	359.87
	" (Westwood Branch)	359.65
396.97	Ravendale	398.13
454.93	Alturas	460.90
	" (Lakeview Branch)	460.19
379.23	Susanville	382.32
327.10	Wabuska	328.89
383.12	Thorne	385.63
415.36	Mina	418.48
302.86	Fallon	304.63

Sparks. Outbound engines, moving from roundhouse lead to west end of freight yard, shall proceed west on eastward main track to crossover west of Seventeenth Street crossing and back into freight yard.

Westward freight trains entering yard will stop to clear crossover east of Glendale road crossing, except when proceed signal is received from yardman, green flag or green light.

Carlin. Trains and engines moving east on main track Carlin must stop before fouling west detour.

RULE D-97 (A) will apply:
Between Sparks and Vista,
Between Alazon and Moor,
Between Valley Pass and Montello,
Between Bridge and Ogden.

RULE 103 (A). When using spur in C. & M. Lumber Yard, Sparks, yardman must take position on road crossing before movement made over crossing in either direction.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Sparks	For westward track
Fernley (Wadsworth Subdivision)	For controlled siding
Hazen (Mina Branch)	For controlled siding
Hazen (Fallon Branch)	For Mina Branch
Moor	For westward track
Valley Pass	For eastward track
Lakeside	For westward track
Wendel	For Alturas Subdivision
Mason	For WPRR

Fernley. West switches tracks Nos. 1 and 2 must be left lined for movement from Wadsworth Subdivision.

Hazen. Switches lined and locked for Mina Branch main track except Junction switch.

Moor. The normal position of west switch of crossover which forms end of double track, will be for movement from double track to eastward siding. Target will display green for movement into siding.

Valley Pass. The normal position of east switch of crossover which forms end of double track, will be for movement from double track to westward siding.

Lakeside. At end of double track operator when on duty will line and lock switch, provided head end authority of train is not restricted. Operator will also line switch from siding to eastward main track.

Tresend. The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to Engle Siding.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Streamliner "CITY OF SAN FRANCISCO."

At Moor, Valley Pass and Engle, trains approaching, having authority to use main track will sound whistle signal o —— o, after which trainman of train on siding will line crossover switches for movement from double to single track, and restore same after movement completed.

RULE 105. The following are designated for use as sidings:

The track north of main track at:
Parran
Huxley
Anthony
Pigeon
Teck
Hogup
Olney
Strongknob

The track south of the main track at:
Falais
Desert
Ocala
Miriam
Fenelon

Winnemucca. First track south of main track is siding assigned for use by eastward trains. Second track south of main track is siding assigned for use by westward trains.

Moor. Track south of the main track is siding assigned for use by eastward trains and must not be used by westward trains except by train order authority.

Valley Pass. The track north of the main track is siding assigned for use by westward trains and must not be used by eastward trains except by train order authority.

Lemay. The track north of main track is siding assigned for use by westward trains and the track south of the main track is siding assigned for use by eastward trains.

RULE 204. Any train order received by helper engineer on going trip Montello to Valley Pass, or Wells to Moor, will be respected on return trip unless fulfilled, superseded or annulled, but must not be acted upon after completion of round trip unless reissued when beginning another trip.

RULE 211 (E). Will not apply to eastward trains at Moor, and to westward trains at Valley Pass, when train to which restricting order is addressed is entering siding. If order restricts train from entering siding, order must not be delivered until train has stopped.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

At Alazon, unless otherwise instructed, operator may clear the signal for westward SP trains when no orders are held for westward SP trains.

Light will not be displayed in train-order signal on Westwood Branch, except when train-order operator is on duty.

RULE D-251. Applies as follows:
On both tracks between Sparks and Vista.
On eastward track Alazon to Wells.

RULE 505. AUTOMATIC BLOCK SYSTEM

Sparks. Semaphore Signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of Signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Following main track not protected by block signals:
Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.
Westward, from east switch of crossover forming end of double track to Signal 2459.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Carlin. Dwarf Signal 5341 east of switch to west detour governs westward movement over this switch. If signal indicates "stop," switch must be inspected to see that points properly lined and closed, before passing over it.

Preble and Elburz. Light type telephone indicators, controlled by train dispatcher, on Signal 4403 east of Preble, and on Signal 5743 east of Elburz. When illuminated, indicator will display letter "T" and home signal will indicate "stop." After stopping, train may proceed with caution not exceeding 12 MPH to first telephone and call dispatcher for instructions.

Moor. Lower arm of Signal 6162 governs movement through eastward siding. If signal for movement into siding indicates "stop," apply Rule 509 (J). When upper arm of Signal 6164 indicates "stop," trains on main track must inspect spring switch at east end eastward siding and know that switch is lined for main track before passing over it.

Fenelon. Westward train holding main track to meet eastward train must stop east of Signal 6275 until eastward train has entered siding.

Valley Pass. Upper arm of Signal 6409 governs movement from westward track to single track. Diverging route signal governs movement through siding.

Dwarf signal on east leg of wye governs movement to eastward track. After derail and main track switch have been lined signal will indicate "proceed" if no eastward train approaching, block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time release which allows it to indicate "proceed" two minutes after a train has passed Signal 6402 but has not passed Signal 6408, and two minutes after crossover has been lined for movement from westward track to single track if crossover unoccupied.

Tresend. Upper arm of Signal P-7396 governs movement from westward track to single track. Lower arm governs eastward movement through Engle siding.

Bridge. Color light Signal P-7537 governs movement from westward track to single track. When signal indicates "stop," spring switch must be manually operated, and member of crew must remain at switch until movement is completed, and line switch to normal position.

Westward trains entering siding must not pass Signal P-7537 until switch has been lined for siding, and switch must not be restored to normal position until rear of train has passed a point 40 feet west of switch stand.

PUSH BUTTONS

Push buttons and lights on side of relay case at east end of sidings Holborn, Fenelon, Engle, and eastward siding Lemay; at west end of sidings Fenelon, Pequop, and Valley Pass. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to the number of the signal on siding. Train on siding to let train on main track pass should not pass "Preliminary Circuit" sign on sidings Holborn, Fenelon, Pequop and Engle; but if necessary to do so, press button with number corresponding to the number of signal on main track. Instructions for operating signals are posted inside of push-button box.

AUTOMATIC INTERLOCKING

Flanigan. Interlocking signals govern the use of Western Pacific Railroad crossing. Normal position of the signals is "stop". Trains approaching will cause the signals governing use of the crossing to change to "proceed" position, if no other train in approach circuit on intersecting tracks or within the limits of the interlocking. If signal does not display "proceed" indication, be governed by Rule 663.

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	PROTECTION	Westward Signal
P-2508	Rock slide fence	
P-2554	Two rock slide fences	P-2553
P-3402	Spring switch, Perth	P-3403
P-4064	Spring switch, Rose Creek	P-4065
	Rock slide fence	P-5181
	Rock slide fence	P-5195
	Rock slide fence	P-5255
P-5262	Rock slide fence	P-5285
P-5282	Rock slide fence	P-5307
P-5306	Rock slide fence	P-5315
P-5340	Spring switch, Carlin	
P-5396	Rock slide fence over east portal Tunnel No. 2	P-5401
P-5396	Two rock slide fences	P-5425
	Spring switch, Moor	P-6173
P-6236 P-6246 P-6248	Spring switch, Holborn	P-6249
P-6270	Spring switch, Fenelon	P-6273 P-6285
P-6314	Spring switch, Pequop	P-6315 P-6317 P-6327
	Spring switch, Icarus	P-6375
P-6396	Spring switch, Valley Pass	P-6393 P-6395
P-6800	Spring switch, Lucin	P-6801
P-7396	Spring switch, Tresend	P-7397
P-7412	Spring switch, Engle	P-7411
P-7522	Spring switch, west end of siding, Bridge	
P-7534	Spring switch, end double track, Bridge	P-7537

RULE 516. Overlap posts:

Pigeon	at Signal 6845	Westward trains
Teck	at Signal 6887	Westward trains
Jackson	at Signal 6932	Eastward trains
Newfoundland	at Signal 7064	Eastward trains
Groome	at Signal 7113	Westward trains
Allen	at Signal 7159	Westward trains
Hogup	Center of siding	Eastward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Normal Position	Maximum Speed Psgr.	Maximum Speed Frt.
Vista	End double track	Westward track	35	30
Perth	End double track	Eastward track	35	30
Rose Creek	End double track	Westward track	35	30
Carlin	East end west detour	Main track	15	15
Moor	East switch eastward siding	Main track	25	20
Holborn	West switch of siding	Main track	15	15
Holborn	East switch of siding	Main track	15	15
Fenelon	West switch of siding	Main track	15	15
Fenelon	East switch of siding	Main track	15	15
Pequop	West switch of siding	Main track	15	15
Pequop	East switch of siding	Main track	15	15
Icarus	East switch of siding	Main track	15	15
Valley Pass	West switch westward siding	Main track	15	15
Lucin	End double track	Westward track	35	35
Tresend	End double track	Westward track	25	20
Engle	East switch of siding	Main track	20	20
Bridge	West switch of siding	Main track	20	20
Bridge	End double track	Eastward track	25	20

When switch is manually operated, member of crew must remain at switch until movement is completed, and line switch to normal position.

Eastward trains stopping at Rose Creek will make station stop with engine to clear westward track to avoid stopping on spring switch.

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when trailing through them; and speed of 25 MPH must not be exceeded passing over switch in facing movement:

Location		Normal Position	Maximum Speed Psgr.	Maximum Speed Frt.
Sparks	East end P. F. E. track	Eastward track	15	15
Lovelock	West end westward siding	Westward track	15	15
Lovelock	East end eastward siding	Eastward track	15	15
Rye Patch	East end siding	Main track	15	15
Carlin	West end No. 1 track	Main track	15	15
East Carlin (WP)	East end east detour	WP Main track	15	15
West Elko	West end WP detour	Main track	15	15
Wells	East end eastward siding	Eastward track	15	15
Little Mountain	West end siding	Westward track	15	15
Little Mountain	East end siding	Eastward track	15	15

At Sparks, Lovelock, Rye Patch, west switch Carlin; West Elko; Wells and Little Mountain, trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from MP 249.74 Vista, to MP 293.2 Massie.

Switch at end double track Vista is a spring switch with facing point lock, and when eastward absolute signal indicates "proceed" switch may be trailed through. This switch also equipped with electric lock, and when necessary to operate switch by hand, dispatcher must first be asked to release electric lock, after which manually operate spring switch before, and after, using.

Trains stopped by eastward absolute signal Vista, observing flashing white light may recall flagman from rear and prepare to start when signal clears.

West switch wye to Wadsworth Subdivision Fernley dual controlled, but wye is not a controlled siding. Trains and engines must not enter this leg of wye from Wadsworth Subdivision until dispatcher's permission obtained.

Call-on lights on dwarf absolute signals at crossovers, Fernley, when flashing yellow, authorize movement on siding after stopping, expecting to find siding occupied.

Eastward trains must obtain clearance at Sparks. Clearance for section of regular schedule must read "no signals" or "green signals," and signal order must be obtained at Massie. Eastward trains must obtain train-order check of all overdue superior trains at Massie, and need not check register at Sparks.

Massie is continuous train-order office. Signal arm for westward movement removed. Eastward trains must obtain clearance at Massie; westward trains need not obtain clearance at Massie.

Train indicators, signals and markers must be displayed in C.T.C. Fig. 7 of Rule 19, also Rules S-17 and 19(A) will not apply on controlled sidings.

Instructions for operating dual control switch machines and electric locks are posted in telephone booths, or inside of electric lock boxes.

RULE 825. Fernley. Sufficient, but not less than five hand brakes must be set on east end of cars left standing on tracks 1 and 2; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points except Valley Pass to Montello. Inspection of light engines must be made at Valley Pass. Freight trains must be inspected at each water stop. Between Ogden and Sparks when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made between Hazen and Imlay east or west, Carlin to Iron Point, and Bridge to Montello if in the judgment of conductor and engineer it is safe to do so.

During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspection shall be made.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Freight and mixed trains will stop as follows for inspection, and in addition, if retainers are used into the following points will comply with Air Brake Rule 17:

EASTWARD: Valley Pass, Tioga; Lucin or Pigeon, except if stop at Lucin or Pigeon can be avoided, run may be continued to Jackson where inspection will be made; MP 430 (Alturas Subdivision) or Indian Camp.

WESTWARD: Moor and Secret.
Bunnel and Goumaz when handling logs.

Running inspection of freight trains must be made before going on Great Salt Lake trestle from either direction.

When running inspections are made, at least one trainman will so place himself as to take advantage of air currents or other atmospheric conditions.

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, and on Mina Branch, a member of crew must watch track from rear of caboose, and between Wendel and Fernley where box-car cabooses are being used, frequent inspection must be made from rear door of box-car caboose for marks of derailment so that train may be stopped promptly.

In the absence of trainmen in cupola, conductor must devote as much time as possible in watching train. Where trains are rounding curves and approaching sidings trainmen must look along side of train from head and rear end for indications of defects in train and also frequently observe condition of track to determine derailment-marks or dragging parts.

When train handling logs takes siding to meet opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train. No movement of train on siding will be attempted until expected train has passed.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels, are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:

Moor to Wells	One Retainer for Each	150 M's
Valley Pass to Montello	" " " "	150 M's
2½ Miles East of Goumaz to Susanville	" "	130 M's
Sage Hen to Madeline	" " " "	140 M's
Crest to Karlo	" " " "	140 M's
Viewland to Wendel	" " " "	140 M's
Sage Hen to Likely	" " " "	140 M's

Tecoma to Lucin, Reservation to Schurz: Trains averaging 100 M's or more per car, one retaining valve will be used for every 200 M's in train.

Tonnage of freight trains between Sage Hen and Madeline, Crest and Karlo, Viewland and Wendel, Sage Hen and Likely, must not exceed 120 M's per operative brake.

All retainers will be turned up on express and other trains of passenger equipment when composed of 24 or more cars Valley Pass to Montello and Moor to Wells.

Eight retainers will be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

RULE 25. Rear end air-brake test shall be made in accordance with paragraph (b) at:

Valley Pass	Eastward freight trains.
Westwood Jct.	Westward freight and mixed trains.
Viewland	Westward freight trains.
Sage Hen	All freight trains.
Crest	Westward freight trains.
Moor	Westward freight trains.

In addition to points shown, rear end air-brake test shall be made in accordance with paragraph (b) by all eastward freight trains at Moor, and by all westward freight trains at Valley Pass, except when helper engine is coupled ahead of road engine and continuity of brake pipe is not changed between road engine and caboose, it will not be necessary to make rear end air-brake test at those points.

To avoid additional stops at stations indicated above, trains may make inspection, rear-end test, and turn up retainers where stops are made at following stations:

Eastward: Madeline.
Westward: Fenelon, Holborn, Anthony or Moor.
Karlo or Ravendale.

RULE 39. Running air-brake test must be made at Imlay, Carlin and Montello in both directions; at Moor westward and Valley Pass eastward; at Sage Hen and Westwood Jct. in both directions; and at Crest and Viewland westward.

Streamliner, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb. pressure.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules S and X hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "stop", eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by signal rules applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work extras on either track:

Example 1. "Eng.________run extra on________Pacific track________ to________." This form of order must be given to all opposing trains on that track.

Example 2. "Eng.________works extra on________Pacific track ________M until________M between________and________." This form of order must be given to eastward trains on Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit only the registration of Southern Pacific eastward first-class trains to Western Pacific operator at Winnemucca who will enter same on register.

Eastward Western Pacific first-class trains and eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific Station Carlin; other eastward Southern Pacific trains will register on joint register at Southern Pacific Station Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead, East Carlin to Elko.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first-class trains will register, and they will do so by ticket. During hours train-order office is closed Southern Pacific westward first-class trains will not stop to register.

Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead of it West Elko to Carlin.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

(E) **Rule 83** will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) **S. P. Rules 82** (A) **and 83. W. P. Rules 83, 83** (D) **and 206** (A) will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) **Rule 83** (B). When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(H) **Rule 96.** Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on Western Pacific tracks. Such trains must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) **S. P. Rule 82** (A), **W. P. Rules 83** (D) **and 206** (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles per hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) **Southern Pacific Rule 21** (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(L) **Rule 83** (B). When a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(M) **S. P. Rule 82** (A), **W. P. Rules 83** (D) **and 206** (A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(N) **Rule 96.** Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on Southern Pacific tracks. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(O) Third paragraph of Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(P) **West Carlin.** Main track detour switch, M. P. 643.4. interlocked.

Interlocking limits—Extend from Signal 6434SA located 100 feet west of remote-controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop," be governed by Rule 663 (b). except that eastward trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by these signals, before flagging over switch, trainman must see that switch Lock Indicator located on post opposite switch indicates "locked" before signaling train to come ahead. When it indicates "unlocked," call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

West Carlin detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end of Carlin yard.

(Q) East Carlin. Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Spring switch at junction is normally lined for Western Pacific main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by block signal limit sign located on south side of track. Eastward trains from Southern Pacific yard must not enter approach clearing circuit until overdue first-class trains on Western Pacific track have passed East Carlin.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find Signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour must not foul Western Pacific main track until approaching train has passed or comes to a stop.

(R) Rule 667: In addition, running switches must not be made, injectors used nor boosters started passing over remote controlled switch West Carlin and spring switch East Carlin.

(S) Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and/or West Carlin detours

(T) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must leave lighted fusee and, when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93.

(U) **Elko.** East detour extends from siding of Southern Pacific to Western Pacific freight yard.

(V) **West Elko.** Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

Spring switch at junction is normally lined for Southern Pacific main track. Eastward trains or engines must stop and examine switch points before moving over this switch.

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find Signal 5545 in stop position, after stopping and before proceeding, must provide flag protection against westward train on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour must not foul Southern Pacific main track until approaching train has passed or come to a stop.

(W) Rule 667: In addition, running switches must not be made, injectors used nor boosters started passing over spring switch West Elko.

(X) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon

West limits: Signal 7136SA on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal 7136SA.
East limits: Signal 7137SA on Western Pacific track and Signal 6035SA on westward Southern Pacific track and a point opposite Signal 6035SA on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

Weso—Eastward—From W. P. or S. P.
To WP Upper arm o —— ——
To SP Lower arm o —— o

Westward—From S. P.
To SP Upper arm o —— o
To WP Lower arm o —— ——

Westward—From W. P.
To SP Dwarf signal o —— o
To WP Dwarf signal o —— ——

West Carlin—Eastward
To main track Arm Signal o —— ——
To Detour Light Signal o —— o, Red indicates "stop"; Yellow indicates "proceed with caution."

Carlin—Westward
Approaching east end of yard Southern Pacific freight trains o —— o, W. P. trains —— o.

Alazon—Eastward
To WP Upper arm o —— ——
To SP Lower arm o —— o

Westward—From S. P. or W. P.
To WP o —— ——
To SP o —— o

When train has been given interlocking signal at any point and does not wish to use the route, give whistle signal o o —— o o for information of signal operator.

MISCELLANEOUS

1. Westward freight trains must not take water or oil at Wells, nor water at Goumaz without detaching engine.

In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

Do not take water at Lovelock, Valmy, Anthony, Valley Pass, Wadsworth, or Karlo, except in emergency, and then only enough to reach next water supply. Helper engines take full tank of water at Indian Camp.

Do not fill auxiliary water cars at Golconda.

Tonnage freight trains without water car take full tender of water at Promontory Point.

Eastward trains may take water at Sutcliffe, but when possible should do so at Big Canyon in preference.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses, and at Montello and Wells all helpers must be placed ahead of caboose.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two engines of any other class be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Helpers on eastward passenger trains occupying main track at Moor will stop and detach from the train at east switch north track.

At Montello trains not exceeding 6500 Ms, and at Wells trains not exceeding 7400 Ms may put helper ahead of road engine.

On Alturas Subdivision not more than one engine will be placed immediately ahead of caboose in westward trains west of Sage Hen. All helpers in eastward trains will be cut out of rear of train at Sage Hen.

Helper engines cut into train will not shove on empty tank cars or open top cars.

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

9. Eastward trains, when restricted for westward trains at Rose Creek, will stop to clear the train order office; this to provide access to westward track by operator and to avoid blocking view of train order signal to westward trains.

Freight trains stopping at Battle Mountain to take water or do switching will leave their train east of the main road crossing so as not to block same when engine is coupled to train.

Westward passenger trains stopping at Winnemucca will stop with rear of train clearing Bridge street crossing.

Westward freight trains stopping at Moor to turn up retainers will stop with engine east of office to permit operator to deliver train orders to eastward trains.

Eastward trains occupying eastward siding at Wells to allow eastward passenger train to pass will cut crossing from point at least 5 car lengths west of main crossing just west of passenger station. This to give passengers entraining and detraining from passenger train on eastward track opportunity to walk to and from station.

Trains using westward siding or yard tracks north of main tracks Wells will leave crossovers clear to avoid delay to No. 21 setting out car.

10.

Page	Class of Engine	RESTRICTED TRACKS	
2	All except S Class	Reno	All industry tracks north of westward main track between Park St. and W. P. interchange.
2, 6	AC-4-5-6; F; GS; Mt; P; and cars higher than Hart convertible ballast	Fernley	On all tracks at sand pit.
2, 7	All engines	Hazen	Old mill track, north side.
2	AC-4-5-6; F; GS; Mt; P.	Perth	All pit tracks.
3	AC-4-5-6; F; GS; Mt; P.	Palisade	All tracks beyond west face of bins at quarry.
4	Engines over 230,000 lbs. on drivers	Vivian	Triolite spur.
4	Engines over 230,000 lbs. on drivers	Elko	Hesson Standard Oil Co. spur.
4	Engines must not go onto this spur. Hold onto 10 cars when picking up or setting out	Ryndon	Construction spur, south side of main track just west of Tunnel No. 4. Capacity 4 cars.
5	AC-4-5-6; F; GS; Mt; P.	Pigeon	All tracks at pit.
		Saline	Spur, beyond sign at road crossing 350 feet from switch.
		Lakeside	All tracks at quarry, except Mountain track in west quarry, 14 cars west of water track switch.
6, 7	AC-4-5-6; GS; P.	Wadsworth subdivision	All tracks.
6	AC-4-5-6; GS; P.	Alturas subdivision	All tracks.
7	AC; Mk.	Susanville	Fruit Growers Supply Co. tracks; except main spur to mill pond and straight tracks where scales are located. Sump track if entered from the west. Lassen Lumber & Box Co. planing mill track, or beyond unloading dock on pond track.
7	Engines over 200,000 lbs. on drivers. Other engines restricted to 10 MPH on tangent and 5 MPH on curves	Susanville	Red River Lumber Co., tracks to Springfield cedar mill.
7	AC-4-5-6; F; GS; Mt; P. Mk-7-8-9	Mina subdivision	All tracks.
7	AC; Mk.	Wabuska	Beyond 100 feet north of NCB wye switch.
7	AC.	Mina	Hold onto 7 cars when switching high line spur, east end Mina yard.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

14. Between April 1st and November 1st, use sprinklers on engines so equipped, over all open deck trestles and steel bridges consistent with water supply. Do not use sprinklers on Great Salt Lake trestle and other ballast deck structures.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Baggage, express, mail, refrigerator or other head end cars will not be handled on rear of passenger trains unless trainmen can pass through them.

23. Do not blow off engines on west detour when entering Carlin.

STRUCTURES LESS THAN STANDARD CLEARANCE

MP	Description	No.	Over	Side or Overhead	At or Near
242.90	Transfer track	..		Side	Reno
249.84	Bridge	5	Truckee River	Side & Overhead	Vista
250.99	Bridge	6	Truckee River	Side & Overhead	Vista
258.07	Bridge	7	Truckee River	Side & Overhead	Patrick
262.51	Bridge	8	Truckee River	Side & Overhead	Clark
264.48	Bridge	9	Truckee River	Side & Overhead	Thisbe
264.70	Bridge	10	Truckee River	Side & Overhead	Thisbe
268.25	Bridge	11	Truckee River	Side & Overhead	Thisbe
268.69	Bridge	12	Truckee River	Side & Overhead	Thisbe
269.44	Bridge	13	Truckee River	Side & Overhead	Gilpin
436.16	Bridge	2	Humboldt River	Side & Overhead	Golconda
441.53	Bridge	3	Humboldt River	Side & Overhead	Comus
518.80	Bridge	6	Humboldt River	Side	Barth
519.18	Bridge	7	Humboldt River	Side & Overhead	Barth
519.70	Bridge	8	Humboldt River	Side & Overhead	Barth
520.16	Bridge	9	Humboldt River	Side & Overhead	Barth
520.56	Bridge	10	Humboldt River	Side & Overhead	Barth
520.92	Bridge	11	Humboldt River	Side & Overhead	Gerald
522.07	Bridge	12	Humboldt River	Side & Overhead	Gerald
522.35	Bridge	13	Humboldt River	Side & Overhead	Gerald
523.09	WP crossing	..	SP track	Overhead	Gerald
523.34	Bridge	14	Humboldt River	Side & Overhead	Gerald
525.02	Tunnel	1		Side & Overhead	Palisade
525.15	Bridge	15	Humboldt River	Side	Palisade
525.42	Bridge	16	Humboldt River	Side	Palisade
525.70	Two water columns	..		Side	Palisade
534.5	Water column	..		Side	Carlin
538.23	Bridge	17	Humboldt River	Side & Overhead	Vivian
538.92	Bridge	18	Humboldt River	Side & Overhead	Vivian
539.47	Bridge	19	Humboldt River	Side & Overhead	Tonka
539.54	Tunnel	2		Side & Overhead	Tonka
539.93	Bridge	20	Humboldt River	Side & Overhead	Tonka
540.89	Bridge	21	Humboldt River	Side & Overhead	Tonka
541.16	Bridge	22	Humboldt River	Side & Overhead	Tonka
541.64	Bridge	23	Humboldt River	Side & Overhead	Tonka
542.45	Bridge	24	Humboldt River	Side & Overhead	Tonka
556.00	Two water columns	..		Side	Elko
566.55	Tunnel	3		Side & Overhead	Ryndon
567.19	Bridge	25	Humboldt River	Side & Overhead	Ryndon
568.26	Bridge	26	Humboldt River	Side & Overhead	Ryndon
568.68	Tunnel	4		Side & Overhead	Ryndon
569.85	Bridge	27	Humboldt River	Side & Overhead	Ryndon
570.36	Bridge	28	Humboldt River	Side & Overhead	Ryndon
570.57	Tunnel	5		Side & Overhead	Ryndon
573.40	Two water columns	..		Side	Elburz
589.42	Water tank	..		Side	Deeth
607.50	Two water columns	..		Side	Wells
620.10	Two water columns	..		Side	Anthony
640.60	Water column	..		Side	Valley Pass
649.80	Two water columns	..		Side	Loray
661.90	Two water columns	..		Side	Montello
679.92	Water tank	..		Side	Lucin
702.10	Two water columns	..		Side	Lemay
730.11	Water tank	..		Side	Strongknob
758.63	Water tank	..		Side	Promontory Point
778.49	Bridge	2	Weber River	Side	Marriott
WADSWORTH SUBDIVISION					
277.00	Bridge	1	Truckee River	Side	Wadsworth
Westwood Branch					
382.78	Bridge	3	Susan River	Side	Susanville
386.70	Tunnel	1		Side & Overhead	Bunnel
386.87	Bridge	9	Susan River	Side	Bunnel
387.00	Tunnel	2		Side & Overhead	Bunnel
394.49	Bridge	12	Susan River	Side	Goumaz
Mina Branch					
295.05	Bridge	..	Government Canal	Side	Bango
Fallon Branch					
302.08	Bridge	..	Carson River	Side	Fallon
302.50	Bridge	..	Government Canal	Side	Fallon

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except Eng. 2470;
F-1 class: 3611, 3612, 3615, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;
F-3 class: 3653, 3654, 3656, 3657, 3658, 3660, 3661, 3663, 3664, 3665, 3666;
F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3692, 3697, 3701, 3702, 3704, 3705, 3706, 3709, 3711, 3716, 3717;
F-5 class: 3718, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;
AC-6 class: 4127, 4128, 4130, 4131, 4132, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;
SP-1 class: 5001, 5002, 5003, 5006, 5009, 5011, 5012, 5013;
SP-2 class: 5017, 5018, 5019, 5020, 5021, 5022, 5024, 5025, 5026, 5028, 5029, 5031, 5033, 5035;
SP-3 class: 5039, 5040, 5041, 5042, 5044, 5045, 5047.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Southern Pacific tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH. This restriction does not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward		Running Backward
	With Train	Light	With Train or Light
DES-200	30	30	30
DES-1 to 7 inc.	40	35	35
DES-100 to 107 inc.	40	35	35

Maximum speed of disabled engines (except class S or SE) running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH
Class S and SE engines under all conditions	20 MPH

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached; engines with auxiliary water car and caboose only or military trains of mixed equipment may make speed allowed steam passenger trains between Tresend and Bridge.

Maximum speed for trains handling logs loaded on flat or logging cars is 25 MPH.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER															
		STREAMLINER DIESEL POWER UNIT	P-8 (if CCB*) P-7-10-12 GS Mt WPRR: TP-29, Mt, GS	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars WPRR: MK-60	M AM-2 WPRR: C-43 (Nos.21 to 65)	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*) WPRR: C-43 (Nos. 1 to 20)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS WPRR: TP-29 Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3 WPRR: MK C-43	E A T P C TW Mk F Mt GS SP All WPRR Engs.	M AC AM-2 MM-3 Gas-elec. cars
	EASTWARD																
2	Sparks to MP 274.11, except	80	60	60	60	55	50	45	40	35	35	45	40	35	30	30	25
2	Sparks, West Switch to East PFE Switch	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
2	Vista, spring switch	35	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
2	MP 274.11 to Massie	95	70	65	60	55	50	45	40	35	35	45	40	35	30	30	25
2	Massie to Desert	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2	Desert to Oreana, except	95	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2	Lovelock, passing station	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
2-3	Oreana to Weso, except	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2-3	Imlay, between outside switches	60	40	40	40	40	40	40	40	35	20	20	20	20	20	20	20
3	Rose Creek, spring switch	35	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
3	Winnemucca, Bridge Street	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
3	Weso, through turnouts	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
3-4	Weso to Alazon eastward (SP Track) except:	60	60	55	55	55	50	45	40	35	40	45	40	35	30	30	25
3	Battle Mountain, passing station	60	40	40	40	40	40	40	40	35	40	40	40	35	35	30	25
3-4	Through tunnels	50	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
3-4	Carlin, between east and west detour	30	30	30	30	30	30	30	30	30	15	15	15	15	15	15	15
3-4	Carlin and Elko, using detours	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
4	Elko, in city limits	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
4	Alazon, through turnouts	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
4	Alazon to Wells, except	95	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
4	Wells, passing station	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
4	Wells to Moor, except	40	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25
4	Moor, end of double track	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
4	Moor to Icarus	80	55	55	55	55	50	45	40	35	40	45	40	35	30	30	25
4	Icarus to Valley Pass	80	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
4	Valley Pass to 1 mile East of Cobre	80	60	60	60	55	50	45	40	35	20	45	40	35	30	30	25
4	1 mile East of Cobre to Tioga	55	45	45	45	45	45	45	40	35	25	35	35	35	30	25	25
4	Tioga to Montello, except	60	50	50	50	50	50	45	40	35	25	35	35	35	30	25	25
4-5	Montello in yard limits	60	40	40	40	40	40	40	40	35	20	20	20	20	20	20	20
4-5	Montello to Marriott, except	95	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
5	Lakeside, end of double track	35	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
5	MP 735.2 to MP 740 (Rambo Fill)	95	65	65	60	55	50	45	40	35	35	45	40	35	30	30	25
5	Tresend, end of double track	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
5	Great Salt Lake Trestle	30	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
5	Marriott to Ogden	80	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed **50 MPH** and Freight and Mixed trains **35 MPH** except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, **35 MPH**, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than **35 MPH.**

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD: PASSENGER									WITH TRAIN — ENGINE RUNNING FORWARD	LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		STREAMLINER DIESEL POWER UNIT	P-8 (if CCB*) P-7-10-12 GS Mt WPRR: TP-29, Mt, GS	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars WPRR: MK-60	M AM-2 WPRR: C-43 (Nos.21 to 65)	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*) WPRR: C-43 (Nos. 1 to 20)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS WPRR: TP-29 Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3 WPRR: MK C-43	E A T P C TW Mk F Mt GS SP All WPRR Engs.	M AC AM-2 MM-3 Gas-elec. cars
	WESTWARD																
5	Ogden to Marriott	95	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
5-4	Marriott to Montello, except	80	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
5	Bridge, spring switch, end double track	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
5	Great Salt Lake Trestle	30	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
5	MP 740 to MP 735.2 (Rambo Fill)	95	65	65	60	55	50	45	40	35	35	45	40	35	30	30	25
5	Lucin, spring switch	35	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
5-4	Montello in yard limits	60	40	40	40	40	40	40	40	35	20	20	20	20	20	20	20
5-4	Montello to Cobre	40	40	40	40	40	40	40	40	35	35	40	40	35	30	30	25
4	Cobre to Icarus, except	80	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
4	Valley Pass, end double track	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
4	Icarus to Moor	80	55	55	55	55	50	45	40	35	40	45	40	35	30	30	25
4	Moor to Wells	55	45	45	45	45	45	45	40	35	20	35	35	35	30	20	20
4	Wells, passing station	30	30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
4	Wells to Alazon	95	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
4	Alazon, passing train-order office	30	30	30	30	30	30	30	30	30	20	30	30	30	30	30	25
4-3	Alazon to Carlin, except	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
4	Through tunnels	50	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
4	Elko, in city limits	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
4	MP 589.6 to MP 579.50	75	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
4-3	Carlin to Harney, except	80	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
4-3	Carlin, between East and West detour switches	30	30	30	30	30	30	30	30	30	15	15	15	15	15	15	15
3	Through tunnel	50	50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
3	Harney to Eglon, except	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
3	Battle Mountain, passing station	60	40	40	40	40	40	40	40	35	40	40	40	35	30	30	25
3	Eglon to Weso	80	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
3	Weso through Interlocking	35	35	35	35	35	35	35	35	35	30	35	35	35	30	30	25
3-2	Weso to Oreana, except	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
3	Winnemucca, Bridge Street	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
3-2	Imlay, between outside switches	60	40	40	40	40	40	40	40	35	20	20	20	20	20	20	20
2	Oreana to Desert except	95	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2	Lovelock, passing station	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
2	Perth, spring switch	35	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
2	Desert to Massie	95	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
2	Massie to MP 274.11	95	70	65	60	55	50	45	40	35	35	45	40	35	30	30	25
2	MP 274.11 to Sparks, except	80	60	60	60	55	50	45	40	35	35	45	40	35	30	30	25
2	Vista, spring switch	60	60	60	60	55	50	45	40	35	35	45	40	35	30	30	25
2	Sparks, East PFE switch to West switch	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
2-3-4-5	AGAINST CURRENT OF TRAFFIC, except	60	60	55	55	55	50	45	40	35	40	45	40	35	30	30	25
4	Montello to Cobre, eastward track	40	40	40	40	40	40	40	40	35	35	40	40	35	30	30	25

DIVISION MILEAGE

Main Lines

MP 238.8 west of Reno to Ogden	C. P. Ry.	542.42	
	U. P. R. R.	.05	
	O. U. R. & D. Co.	.82	
MP 238.8 west of Reno to Ogden second track	C. P. Ry.	162.30	
	U. P. R. R.	.16	
	O. U. R. & D. Co.	.87	
MP 275.856 Fernley to end division MP 454.66	C. P. Ry.	82.82	
	N. C. O. Ry.	96.00	
Total Main Lines			885.44

Branches

Fallon	C. P. Ry.	Hazen to Fallon	15.92	
Mina	C. P. Ry.	Hazen to Tonopah Jct.	137.68	
Westwood	C. P. Ry.	Wendel to Westwood	53.76	
Total Branches				207.36
Total Salt Lake Division				1092.80

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EPUIPMENT

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4-5	On tangent main tracks	35
	except SPMW 4044	25
6-7	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4-5	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4-5	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4-5	On tangent main tracks	35
6-7	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	Through interlockings with caution.	

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH: Streamliner	Psgr.	Frt.
Through sidings, yard and other side-tracks, crossovers, turnouts and slip switches, except:	15	15	15
Engle, turnout and siding	25	20	20
Bridge, through west crossover at station	25	25	20
Alazon, through west crossover	25	25	20
On any wye	10	10	10
On Wadsworth, Alturas and Mina Subdivisions	..	10	10
AC-1-2-3, and Mk 2-4 class engines using sidings at Rugby, Wabuska, Dover and Kinkead	..	8	8
Through any siding, crossover, turnout, or slip-switch with engine backing	10	10	10

SPEED RESTRICTIONS—BRANCHES

Page	TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
		Maximum	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB)	F Mt	Maximum	F Mt	Maximum	F Mt	
6	Between Fernley and Wendel, except:	40	35	30	30	25	30	25	15
6	Westward MP 280 to yard limit board, Fernley	40	35	30	35	30	30	25	15
6	On curves indicated by slow boards between MP 285 and Wendel	35	35	30	30	25	30	25	15
6	Flanigan, over WPRR crossing	20	20	20	20	20	20	20	15
6	Between Wendel and Alturas, except:	30	30	25	30	25	30	25	15
6-7	Between outside switches, Wendel	15	15	15	15	15	15	15	15
6	Between MP 361 and Viewland	20	20	20	20	20	20	20	15
6	Between MP 375 and Crest	20	20	20	20	20	20	20	15
6	Eastward, Crest to MP 395	20	20	20	20	20	20	20	15
6	Between Madeline and MP 438	20	20	20	20	20	20	20	15
6	Between MP 440 and MP 446	25	25	20	25	20	25	20	15
7	Between Wendel and Susanville	40	40	35	30	25	30	25	15
7	Between Susanville and Westwood Jct., except:	25	25	20	20	20	25	20	15
7	Between outside switches Susanville	20	20	20	20	20	20	20	15
7	Between Westwood Jct. and Mason	35	35	30	30	25	30	25	15
7	Between Hazen and Fallon	30	30	......	30	......	30	......	15
7	Between Hazen and Mina:								
7	Between MP 288.4 and MP 320	20	20	......	20	......	20	......	15
7	Between MP 320 and MP 338	25	25	......	25	......	25	......	15
7	Between MP 338 and MP 357	20	20	......	20	......	20	......	15
7	Between MP 357 and MP 417	25	25	......	25	......	25	......	15

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Examiner and Surgeon
Ogden	Dr. W. J. Thomson	District Surgeon
Ogden	Dr. Keith Stratford	District Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Ogden	Dr. Ralph Pugmire	Asst. Oculist and Aurist
Brigham City	Dr. R. A. Pearse	Emergency Surgeon
Montello	Nurse in charge of emergency hospital.	
Wells	Dr. C. H. Clark	District Examiner and Surgeon
Elko	Dr. A. J. Hood	District Examiner and Surgeon
Elko	Dr. R. P. Roantree	District Examiner and Surgeon
Carlin	Dr. C. W. Eastman	District Examiner and Surgeon
Battle Mountain	Dr. T. S. Dunning	District Surgeon
Winnemucca	Dr. Geo. F. Pope	Consulting Physician and Surgeon
Imlay	......	District Examiner and Surgeon
Lovelock	Dr. J. R. Gill	District Examiner and Surgeon
Sparks	Dr. H. Earl Belnap	District Examiner and Surgeon
Sparks	Dr. Ellwood Reno	Asst. Dist. Surgeon and Examiner
Reno	Dr. Rodney E. Wyman	Division Examiner and Surgeon, State of Nev.
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. C. W. West	District Surgeon
Reno	Dr. D. D. Little	Asst. District Surgeon
Fallon	Dr. H. W. Sawyer	District Surgeon
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. J. W. Crever, Jr.	Asst. District Surgeon
Mina	Dr. D. A. Smith	District Examiner and Surgeon
Yerrington	Dr. S. R. McGee	Emergency Surgeon
Yerrington	Dr. Stanley Tebbe	Emergency Surgeon
Alturas	Dr. John Stiles	District Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patient cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—Dee Hospital, Ogden.
Emergency Hospital—Ogden.
Emergency Hospital—Sparks.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel-Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—40 ft. 6 in.	48,165	......	......	......
“ —60 ft.	93,070	......	......	......
“ —66 ft.	127,610	......	......	......
“ —70 ft.	122,620	......	......	......
“ —70 ft. (With Auto. End Door)	125,800	......	......	......
“ —(Dynamo)	98,730	......	......	......
“	......	87,120	......	......
Baggage & Mail—60 ft.	103,620	......	......	......
“ “ “ —69 ft.	124,760	......	......	......
“ “ “ —70 ft.	129,140	......	......	......
“ “ “	......	103,590	......	......
“ “ Passenger	108,675	112,640	......	......
Express Refr.—N. P. Ry.	......	74,000	......	......
“ “ —A. R. E. No. 40- 154	......	78,000	......	......
“ “ — “ “ 155- 224	......	89,000	......	......
“ “ — “ “ 500- 506	......	110,000	......	......
“ “ — “ “ 1101-1175	......	85,000	......	......
“ “ —P. F. E. “ 500- 799	......	83,000	......	......
Express, Horse	133,050	......	......	......
Postal	112,120	......	......	......
Postal Storage—40 ft.	74,530	......	......	......
“ “ —60 ft.	105,120	......	......	......
Assembly (ACW)	......	......	168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370	......	......
“ Cars 107-128 (ACW)	......	......	182,800	182,800
“ “ 140-141 (ACW)	......	......	195,040	195,040
Chair—60 ft. (ACI)	100,620	......	138,000	132,000
“ —72 ft. (ACI)	......	......	165,000	157,800
“ —72 ft. (ACW)	......	......	158,700	158,700
“ —Streamline—Single (ACS)	......	......	120,900	104,500
“ — “ —Art (ACS)	......	......	205,400	172,600
“ —74 ft. (ACI)	......	......	180,915	173,125
“ —74 ft. (ACS)	......	......	197,944	181,600
Coaches—60 ft. (ACI)	98,130	......	136,100	130,100
“ —70 ft. (ACI)	137,640	......	157,800	151,000
“ —70 ft. (ACW)	137,640	......	151,000	151,000
“ —72 ft. (ACI)	......	......	164,500	157,400
“ —72 ft. (ACW)	......	......	153,500	153,500
“ —73 ft. 6 in. (ACW)	......	......	163,000	163,000
“ —73 ft. 6 in. (ACI)	......	......	168,500	161,200
“ —72 ft. (Interurban)	120,000	......	......	......
All-Day Lunch—Chair	105,970	......	......	......
“ “ —Coach	103,875	......	......	......
Cafe-Coach (ACI)	......	138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)	......	......	156,000	156,000
Diner—70 ft.	......	135,930	......	......
“ —72 ft.	155,330	146,930	......	......
“ —77 ft. (Arch Roof) (ACI)	156,000	......	170,100	162,700
“ —77 ft. (“ “) (ACW)	......	......	162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)	......	165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)	......	......	189,581	173,836
“ —79 ft. (NAC)	169,100	......	......	......
“ —80 ft. (Clere Story Roof) (ACM)	......	......	201,323	184,700
Lounge (“ “ “) (ACI)	......	......	189,800	181,630
“ (Arch Roof) (ACI)	......	......	167,500	160,300
“ (“ “) (ACW)	......	......	164,980	157,780
Observation—75 ft. (ACI)	154,400	......	169,185	161,900
“ —77 ft. (ACI)	......	......	194,543	186,166
“	......	141,870	......	......
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200	......	194,900	178,900
“ — “ “ (ACI)	171,200	......	187,682	179,600
“ —Bedroom (ACI)	167,600	......	183,920	176,000
“ — “ (ACM)	167,600	......	195,800	179,800
“ —American Series (ACW)	......	......	139,500	139,500
“ —Imperial “ (ACW)	......	......	133,500	133,500
“ —Sleeper (ACM)	163,100	......	191,100	175,100
“ — “ (ACI)	163,100	......	180,075	171,500
“ —Tourist (ACM)	153,000	......	185,200	169,200
“ — “ (ACI)	153,000	......	168,665	161,400
“ —Troop Sleeper	75,250	......	......	......
“ — “ Kitchen	78,920	......	......	......
U. S. A. Kitchen	80,800	......	......	......
“ Ward (ACI)	......	......	173,300	167,900
“ Dressing (ACI)	......	......	165,700	160,300
“ Hospital (ACI)	......	......	162,100	156,700
Streamliner "City of San Francisco" (18 cars including power units)	......	......	2,807,000	2,807,000
Power Units, SF-1, 2, 3	......	......	882,260	882,260
Power Units, SF-4, 5, 6	......	......	994,460	994,460
(Note: If train is less than 18 cars, deduct 130,500 lbs. per car.)				
Rail, Gas-Electric—400 H.P.	158,400	......	......	......
“ “ “ —600 H.P.	167,200	......	......	......

*Steel underframe.

CODE:—
NAC—Non-Air Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air-Conditioned—Mechanical System.
ACW—Air-Conditioned—Waukesha System.
ACS—Air-Conditioned—Steam Ejector System.

RATING OF ENGINES—SALT LAKE DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock Moor to Holborn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello to Valley Pass	Rye Patch to Deeth Holborn to Pequop	Lucin to Montello	Hazen and Wabuska	Wabuska and Mina	Fernley and Wendel	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely Karlo to Viewland	Wendel and Susanville	Susanville to Mason	Mason to Susanville	Hazen and Fallon
E-23	1500 and 1502	5000	3550	990	3700	2500	2100	1050	3000	840	4000	3050	3450	560	1100	2470
M-4	1617 to 1713	6350	4200	1300	4800	2950	2700	1400	3800	1100	5150	3850	4550	800	1500	3250
M-6, 8	1721 to 1803, 1823 to 1825	7800	5200	1600	6000	3650	3300	1730	4600	1400	6300	4750	5400	900	1800	3850
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	8200	5700	1700	6000	4100	3500	1800	4950	1450	6500	5000	5650	1000	1900	4000
M-11	1832 to 1835	8600	6000	1800	6250	4300	3650	1900	5150	1550	6800	5200	5850	1050	2000	4200
T-1	2242 to 2271	5700	4000	1150	4150	2850	2400	1200	3400	1000	4500	3450	3900	680	1300	2800
T-8, 9	2161, 2174 and 2178	4100	2850	810	3000	2000	1700	860	2450	690	3250	2450	2800	460	920	2000
T-23	2301 to 2310	8200	5400	1725	6300	3800	3450	1830	4900	1450	6500	4950	5600	1000	1900	4000
T-26	2283 to 2299	7050	4650	1400	5400	3350	2950	1500	4200	1200	5600	4200	4750	800	1600	3500
T-28, 31	2311 to 2362	9000	5900	1900	6900	4250	3800	2010	5300	1600	7100	5450	6150	1100	2100	4450
T-32, 40	2363 to 2384	9000	5900	1900	6900	4250	3800*	2010*	5300	1600	7100	5450	6150	1100	2100	4450*
T-36	2103	6000	4250	1250	4450	3050	2550	1350	3650	1050	4800	3650	4150	760	1400	3000
T-37	2105 and 2106	8200	5750	1700	6000	4100	3500	1800	4900	1450	6500	4950	5600	1000	1900	4000
T-57, 58	2385 and 2386	7400	5200	1500	5400	3700	3150	1600	4450	1300	5850	4450	5050	910	1700	3650
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	7400	5200	1450	5400	3650	....	....	....	....	....	....	....	....	....	....
P-1	2400, 2403 to 2407 and 2415	7800	5450	1550	5700	3850	....	....	....	....	....	....	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	1600	5950	4050	....	....	....	....	....	....	....	....	....	....
P-6	2453, 2454 and 2458	9200	6400	1850	6700	4550	....	....	....	....	....	....	....	....	....	....
P-7	2476 and 2477	9700	6800	2000	7100	4850	....	....	....	....	....	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	10000	7000	2150	7500	5000	....	....	....	....	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	10500	7500	2150	7800	5300	....	....	....	....	....	....	....	....	....	....
P-11	3100 to 3109	8000	5550	1600	5800	3950	....	....	....	....	....	....	....	....	....	....
P-12	3120 to 3129	10000	7500	2150	7800	5300	....	....	....	....	....	....	....	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	10000	7000	2150	7500	5000	4200	2200	6000	1800	8000	6000	6800	1260	2350	4850
C-15, 32	2500, 2505 to 2507	6300	4450	1300	4650	3150	2700	1400	3800	1150	5050	3850	4350	800	1450	3150
C-17	2510 and 2511	7800	5450	1650	5700	3900	3350	1750	4700	1400	6200	4700	5350	1000	1850	3850
C-18	3400 to 3409	9100	6350	1900	6650	4550	3900	2000	5450	1650	7200	5500	6200	1150	2150	4500
C-19	3410 to 3426	9500	6650	2000	6900	4750	4050	2100	5700	1700	7500	5750	6500	1200	2200	4650
TW-1	2900 to 2913	7600	5300	1550	5500	3800	3200	1650	4550	1350	6000	4600	5150	950	1750	3730
TW-2, 3	2932 to 2952	6100	4250	1250	4450	3050	2550	1300	3650	1050	4800	3650	4150	740	1400	3000
TW-4, 6	2926 to 2931 and 2957	5800	4050	1150	4200	2850	2450	1250	3450	1000	4600	3500	3950	690	1300	2850
TW-8	2914 to 2923	8350	5850	1750	6100	4200	3550	1850	5000	1500	6600	5050	5700	1050	1950	4100
A-3	3029	5900	4100	1100	4300	2900	....	....	....	....	....	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	6250	4300	1150	4500	3050	....	....	....	....	....	....	....	....	....	....
A-6	3000 to 3003	7200	5000	1400	5250	3550	....	....	....	....	....	....	....	....	....	....
Mk-2, 4	3201 to 3240	12000	8700	2475	9200	6000	4750	2450	7250	2300	10250	7700	8000	1650	2950	5500
Mk-5, 6	3241 to 3277	12600	8850	2600	9200	6300	5350	2750	7550	2300	10250	7700	8600	1650	2950	6200
Mk-7, 8, 9	3300 to 3324	12600	8850	2600	9200	6300	....	....	7550	2300	10250	7700	....	....	....	....
Mk-10	3295	10600	7450	2250	7750	5350	4550	2350	6400	1900	8450	6450	7300	1350	2500	5250
Mk-11	3297 and 3298	10200	7150	2150	7450	5100	4350	2300	6150	1850	8100	6200	7000	1300	2400	5000
F-1	3600 to 3652	13500	10000	3000	10400	7150	....	....	8600	2550	11300	8650	9800	1800	3350	....
F-3	3653 to 3667	13500	11000	3500	11500	8100	....	....	9900	3000	13000	10000	11000	2100	3900	....
F-4, 5	3668 to 3769	14000	11500	3725	12000	8500	....	....	10400	3150	13500	10500	11800	2200	4050	....
AM-2	3900 to 3911	13500	11500	3450	12000	8250	....	....	....	....	....	....	....	....	....	....
MM-3	3930 and 3931	15000	13300	4000	13900	9550	....	....	....	....	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	18500	16500	3950	17000	9100	7500	3700	11200	3400	13000	11250	8000	3000	4400	9800
AC-4, 5	4100 to 4125	18500	16500	5150	18500	11900	....	....	....	....	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	16500	5450	18500	12600	....	....	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	13000	9800	2925	10500	7500	....	....	8500	2450	10700	8550	9700	1700	3250	....
Mt-2	4385 to 4390	13500	10200	3000	10600	7300	....	....	8750	2550	11500	8800	10000	1800	3350	....
GS-1, 2	4400 to 4415	13700	10400	3025	11000	7900	....	....	....	....	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	13900	10600	3100	11200	8000	....	....	....	....	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	18500	13600	4100	14000	9750	....	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 M's	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
	45 M's to 55 M's	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	More than 55 M's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

*Exception: Engine 2371 not permitted to operate on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

CHIEF TRAIN DISPATCHERS

F. W. SMITH................Ogden
G. E. PAYNE................Sparks

ASST. CHIEF TRAIN DISPATCHERS

J. E. VAIL....................Ogden
I. S. RUTH....................Ogden
W. R. MILLER..................Ogden
D. H. McCLINTOCK..........Ogden
G. McNABNEY.................Sparks
A. B. MOBERG.................Sparks
R. L. NORRIS..................Sparks
R. F. GARNETT................Sparks

TRAINMASTERS

D. W. TANNER................Ogden
C. H. NEILL....................Carlin
J. F. McCUISTION............Sparks

TERMINAL TRAINMASTER

J. J. HENDERSON............Sparks

ROAD FOREMEN OF ENGINES

J. C. MEDCRAFT..............Ogden
A. C. EVERETT................Sparks

TRAINMASTER—ROAD FOREMAN OF ENGINES

B. F. EAGER...............Susanville

ASSISTANT TRAINMASTERS

E. W. McELHINEY............Ogden
H. R. MADISON.............Montello
N. G. DULGAR..............Montello
G. J. GREENWOOD ....Carlin
L. J. McHUGH.................Imlay
W. S. HOBBS..................Imlay
J. W. OSMUN..................Hazen
G. V. ABBAY..................Sparks
D. PERAZZO ....Sparks

DIVISION EXAMINER-ASSISTANT TRAINMASTER

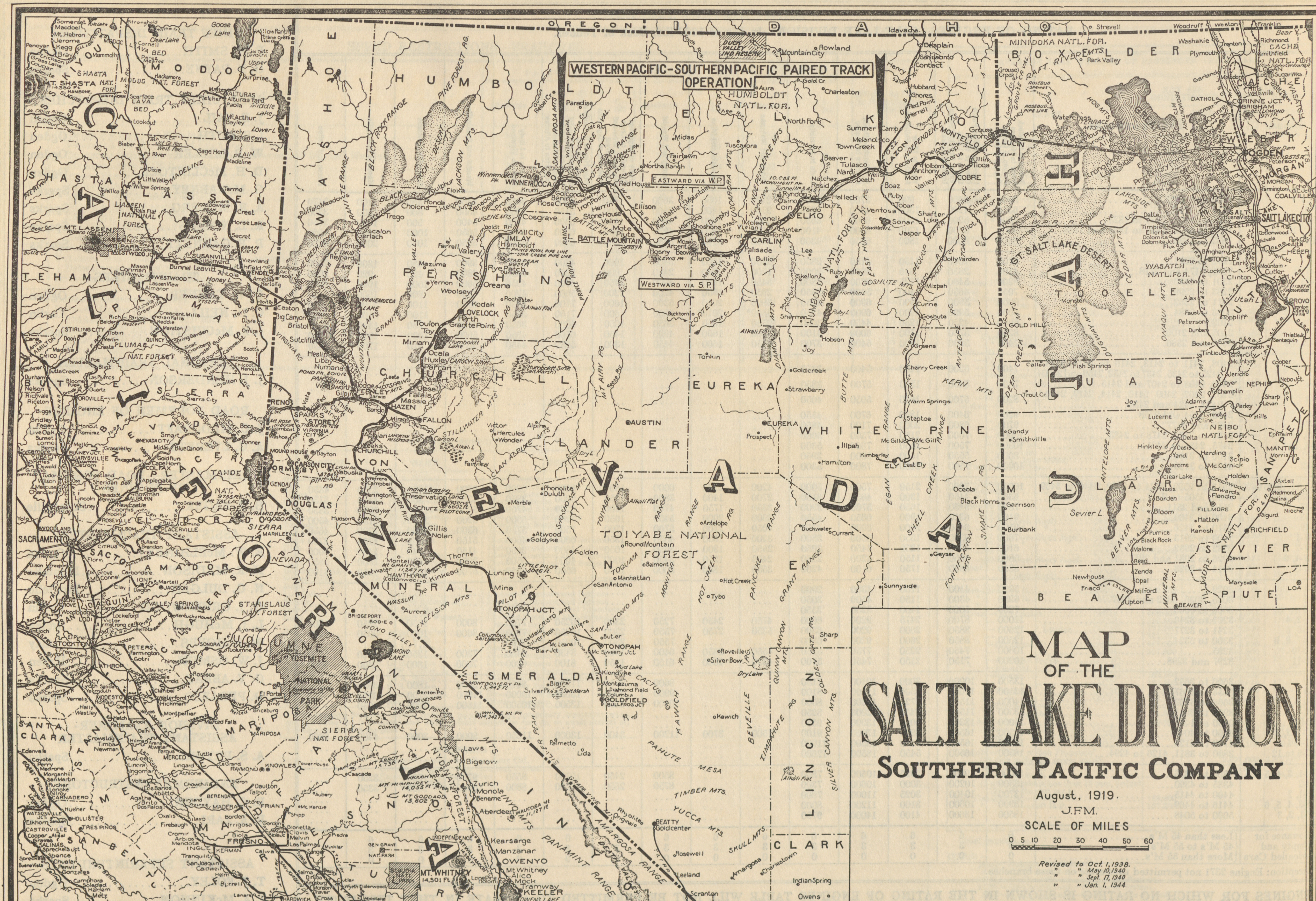
A. S. PRYOR..................Sparks

ENGINEMEN INSTRUCTORS

R. C. HAYDEN................Ogden
E. A. ZARI....................Sparks

ASSISTANT SUPERINTENDENTS

T. J. FOLEY...................Ogden
J. A. McKINNON.............Sparks


OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
EASTWARD via W.P.
WESTWARD via S.P.
WASHOE
HUMBOLDT
ELKO
BOX ELDER
CACHE
WEBER
MORGAN
TOOELE
JUAB
MILLARD
SEVIER
BEAVER
PIUTE
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
NYE
LINCOLN
CLARK
ESMERALDA
MINERAL
LYON
STOREY
DOUGLAS
INYO
MONO
SHASTA
SISKIYOU
MODOC
LASSEN
TEHAMA
PLUMAS
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
SACRAMENTO
CALAVERAS
TUOLUMNE
SAN JOAQUIN
STANISLAUS
MERCED
MARIPOSA
MADERA
FRESNO
TULARE
SANTA CLARA
SAN BENITO
GREAT SALT LAKE
GT. SALT LAKE DESERT
TOIYABE NATIONAL FOREST
HUMBOLDT NATL. FOR.
YOSEMITE NATIONAL PARK
OGDEN
SALT LAKE CITY
WINNEMUCCA
LOVELOCK
RENO
SPARKS
CARSON CITY
ELKO
CARLIN
BATTLE MOUNTAIN
MONTELLO
LUCIN
TONOPAH
GOLDFIELD
SACRAMENTO
STOCKTON
FRESNO
OWENYO
KEELER
MT. WHITNEY 14,501 FT.
MT. SHASTA
MT. LASSEN

MAP
OF THE
SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40 50 60

Revised to Oct. 1, 1938.
" " May 10, 1940
" " Sept. 17, 1940
" " Jan. 1, 1944